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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT 25X1

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This is UNEVALUATED Information

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1. the following daily coal consumption quotas were fixed effective 11 November 1952:

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Railroad District	Daily Consumption Quota (in metric tons)	
Berlin	3,200	
Greifswald	1,150	
Schwerin	1,350	
Magdeburg	2,600	
Halle	4,200	
Erfurt	3,300	
Dresden	3,650	
Cottbus	1,650	
Total	21,100	1

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2. the following numbers of tank cars were available in East Germany as of 20 October 1952:

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Load Capacity (in tons)	Operational Cars	Non-Operational Cars		Total
		Reserve Cars	Damaged Cars	
30 to 35	10	4	6	20
36 to 39	1		1	2
40 to 44	1		2	3
50 to 54	5		1	6
55 to 59			2	2
60 to 64			1	1
70 to 79	1			1
80 to 89			1	1
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90 to 100	7		7	
more than 100	4		6	10
Total	29	4	20	53

3. [redacted] the Berlin-Oberschoeneweide railroad repair shop [redacted] engines of the motor rail coaches used on the Moscow interurban railroad system were being repaired at this installation. [redacted] about 200 former German interurban coaches and 3,000 motors for interurban coaches had been returned by the U.S.S.R.³

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4. Operational accidents, caused by sabotage, repeatedly occurred in October. For instance, on 28 October, a manually operated switch was thrown over while a train was backing up at Wuestenfelde. Two cars were derailed and the line was blocked for seven hours. About the same time, a freight car at the Stralsund railroad station lost (sic) both its axles while it was on the loading siding and damaged all the switches, which were non-operable for one day. The East German railroad administration and the SCC have promised high rewards to those who would find the saboteurs.

5. [redacted] there were no change in the status of locomotive columns parked at Ducherow and Ruednitz.⁴

6. [redacted] the Cottbus railroad repair shop [redacted] coal stocks of this railroad repair shop had to be increased to 60 days' requirements.⁵

7. [redacted] the data relating to crossing and passing facilities, grades of lines etc. as previously contained in the headings of graphic timetables would henceforth be classified as secret. The graphic timetables for the next summer, will contain only the data required for the individual trains, and the information previously contained in the headings will be included in a secret supplementary.⁶

1. [redacted] Comment. The previous daily coal consumption quota was fixed at 19,300 tons. [redacted] The increase was due to seasonal reasons.

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2. [redacted] Comment. A total of 36 and 54 tank cars was counted on 20 September and 20 August respectively.

3. [redacted] Comment. The Berlin-Oberschoeneweide railroad repair shop has specialized on repairs to the electric coaches of the Berlin interurban railroad system. [redacted] it was planned to re-purchase 76; [redacted] it was planned to re-purchase 100 motor coach trains, which had been seized by the Soviets in Berlin after the end of the war. This would correspond to a total of 152, or

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200 motor coaches. The number of motors mentioned is believed to be exaggerated. [redacted] 100 or 180 motors will be returned, which is probably nearer the truth. [redacted]

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4. [redacted] Comment. The previous information on the locomotives of deactivated Locomotive Columns No 3 in Ruednitz and No 13 in Ducherow is confirmed. [redacted]

5. [redacted] Comment. The information confirms a report [redacted], according to which a coal reserve for 60 days' requirements was to be established by the end of this year. [redacted]
[redacted]. No efforts to reach this goal were learned of prior to early December, possibly because of a shortage of freight cars, which were urgently needed for harvest shipments.

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6. [redacted] Comment. The printed headings of these graphic time-tables contained exhaustive data on the trackage and railroad installations, including signal communications and safety installations of the line concerned, as well as listing the railroad stations located on this line. The measure is connected with a general tightening of security regulations.

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